

## INTRODUCTION

The Bristol Harbor Management Plan and Harbor Ordinance, as amended through January 17, 2005 replace and fully supersede the 1994 Harbor Management Plan. The present documents have the following history:

- Update commenced in 2001, was adopted, with amendments to the Harbor Ordinance, by the Town Council on December 12, 2001 and submitted to CRMC;
- June of 2003, the CRMC staff provided their review of deficiencies that needed to be addressed;
- September of 2003 the CRMC approved a one-year extension of the 1994 Plan so the Town could address the CRMC staff comments.
- August 2004 the Plan was amended and referred back to CRMC
- August 2004 CRMC hearing, the CRMC raised concerns about some items in the plan that needed to be brought to a current status and a further 6 month extension on the 1994 Plan was granted.
- Changes to bring the Plan into current status have been made through January 2005.

The update was prepared through the work of the Harbor Planning Committee appointed by the Town Council in January 2001 as follows:

Kathleen Bazinet, Town Council Member

Raymond Cordeiro, Town Council Member (served Vice Chairman)

Matthew Hayes, Resident (served as Chairman)

Joseph Cabral, Harbormaster

Matt Calouro, Harbor Patrol

Joseph DaRosa, Harbor Patrol

Robert Hamel, Harbor Commission Member

David Sartrys, Harbor Commission Member

Andrew Tyska, Bristol Marine, liaison to committee

The current Harbor Commission and Harbor Commission Advisory Committee and Town Council have also been instrumental in bringing this plan to completion.

Harbor Commission Members:

Dominic Franco, Chairman  
Thomas Breslin  
James Dollins  
David Miller  
David Sartrys

Harbor Commission Advisory Committee:

Michael Campbell  
John (Jack) Evans  
Anthony Marabello  
Anthony Murgo  
Thomas Perotto

Town Council:

Richard Ruggiero, Chairman  
David Barboza, Vice Chairman  
Halsey Herreshoff  
Kenneth Marshall  
Mary Parella

The 2001 Harbor Planning Committee held monthly meetings from January through October 2001 in order to prepare this Harbor Plan Update. The Committee also conducted a boat tour of the Bristol Harbor. A public workshop to solicit public input was held in October 2001. A copy of the notes from the workshop is included in Appendix A. A public workshop was also held with the Town Council on December 4, 2001 and a copy of the minutes is also included in Appendix A. This plan was also the subject of a public workshop with the Town Council and the Harbor Commission held on January 25, 2005 and a public hearing before the Town Council on February 2, 2005

In an effort to address the water quality issue of existing mooring fields in Class SA waters, the Town has had several meetings with representatives from the RI Department of Environmental Management Water Resources Section. A public workshop regarding this issue was also held on November 8, 2004 with the Town Council, the Harbor Commission the RI Department of Environmental Management Water representatives.

This update includes a current inventory of the existing conditions relative to the waterfront. The existing description of the harbor is included in Appendix B. The update sets forth the goals and policies some of which were contained within the original plan and reaffirmed by the Committee and others that have been added to address current issues with the Town's waterfront and harbor activities. The goals, policies, and implementation strategies that have been formulated for this update will shape the Bristol harbor and waterfront in the years to come. Each implementation strategy includes an action agent and time frame for implementation. The time frame is intended to run from the date of the CRMC approval.

In conjunction with the Harbor Plan Update, the Harbor Planning Committee prepared a draft update to the Harbor Ordinance which is included in Appendix C

Technical Assistance was provided by Diane Williamson, Principal Planner, Department of Community Development and Matthew Calouro, Assistant Harbor Master

Photo Credits: Harbor Commission

Aerial Photos: By Tony Avila, courtesy of Matt Hayes

## VISION STATEMENTS

After defining the issues, the Harbor Planning Committee set the vision that would steer the policy and implementation sections of the Harbor Plan Update.

- To gain proper balance between the diversity and intensity of activities taking place on the water to provide for the safe and orderly use of the water and waterfront.
- To provide for equitable and efficient distribution and management of commercial, transient, and private moorings.
- To manage the location of moorings in the mooring fields for efficient distribution without compromising boating safety.
- To improve, expand, and maintain public access to the water and waterfront to maximize the ability of residents to use and enjoy coastal and marine resources.
- To safeguard and improve water quality, natural resources and habitat, to ensure continued swimming, boating, and fishing in Bristol's jurisdictional water.
- To promote and encourage the prudent use of the water and waterfront in a manner that stimulates economic development and protects the coastal environment.

## HARBOR FACILITIES AND BOAT RAMPS

Harbor Facilities consist of public, private, and commercial marinas, yacht clubs, boatyards, docks, and boat ramps.



*Photo: From Top to Bottom – Mahoney Property, Thames Street Landing, State Street Dock and Boat Ramp; and, Rockwell Dock. August 2001*

### 1. FINDINGS

#### Town-Owned Structures

Bristol owns several key harbor structures along the downtown waterfront which supply numerous slips to the boating community.

- ◆ Church Street Dock (defined as a pier) with 43 slips.
  
- ◆ Rockwell Dock (defined as a pier with floating docks) with 82 slips and a pump out station; approximately 19 of the slips at this dock are utilized by commercial fisherman with the remainder utilized by recreational boaters. When this dock was permitted by CRMC in 1991, there was a stipulation that 37 of the slips are for commercial shell

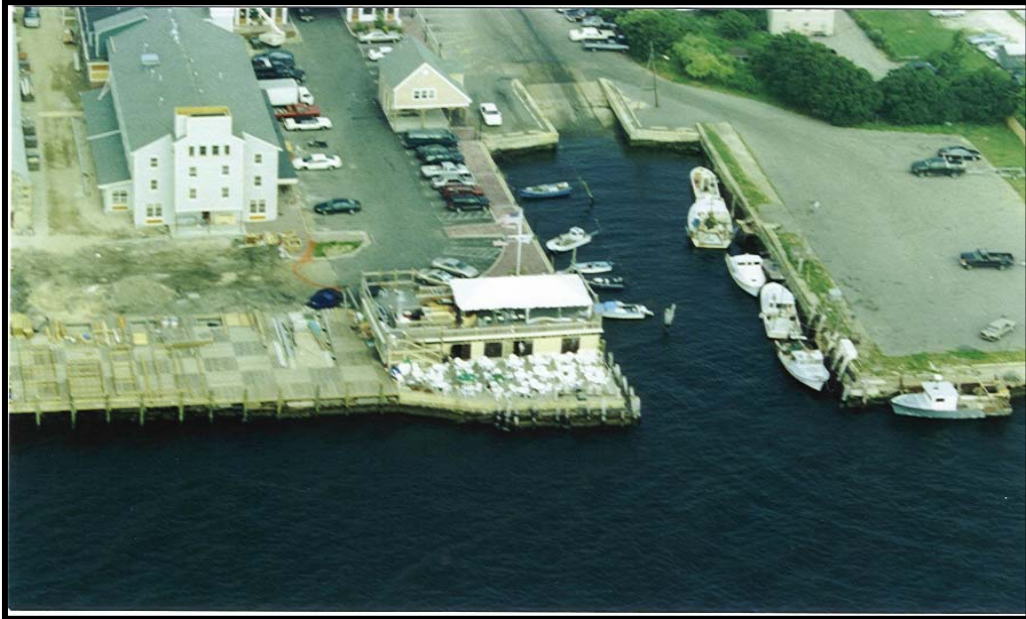
fishing boat use. A copy of the CRMC assent is included in Appendix D.

- ◆ State Street Dock (defined as a bulkhead) with 6 slips for commercial fishermen. The west side of State Street dock is a deep water access landing area for commercial fishermen.
- ◆ There are commercial fishermen slips along the wall at the recreation center, which is at the end of Church Street.
- ◆ The Town owns 7 commercial slips along the eastern edge of Bristol Harbor between Church Street and Prudence Island Ferry dock. These are primarily used by shell fishermen.
- Dock space for 15 minute tie-ups is located behind the fire station with 2 dock spaces available.
- Independence Park Dinghy Dock (Floating dock) – This is a dock is for use by transient boaters and was partially funded with a grant from the Boating Infrastructure Grant program of the US Fish and Wildlife.

#### Privately Owned Structures

The Harbor Master has inventoried all of the existing dock facilities using the Global Positioning System. There are 41 sites with harbor structures, most of which are privately owned residential docks. Others include: Herreshoff Museum, Columban Fathers, Blithwold, and The Mount Hope Trust in Bristol. Appendix E has the inventory of properties with the type of structure (i.e. docks, wharfs or bulkhead) noted.

The Thames Street Landing development has recently installed 6 slips for transient boaters. Thames Street Landing also provides tie-up for small shell fishing boats on the south side of their wall at the State Street boat ramp. Currently there are 5 tie-ups in this area.



*Photo: Thames Street Landing Under Construction on the left with State Street Dock on the right. State Street Boat Ramp in the middle. August 2001.*

Bristol Yacht Club, a private, member club, has an existing pier, boat ramp, dingy launch and storage. During the summer season, floating docks accommodate 6 large boats for members only.

Adjacent to the Bristol Yacht Club, Bristol Marine is a full service marine repair facility. They have commercial docks with 20 slips (defined as a pier with floating docks).

Other harbor structures include the Coast Guard facility piers at the end of Constitution Street, the Prudence Ferry dock (defined as a pier) adjacent to Rockwell dock, and the State Bay Islands Park System dock (defined as a pier) at Colt State Park.



*Photo: Bristol Marine on the left and Bristol Yacht Club on the right.  
August 2001*

### Other Harbor Facilities

Waterfront development in the downtown proposes additional dock space in Bristol Harbor. The former Premier Thread property is currently being converted into residential condominiums known as “Stone Harbour” with 39 dock slips for the condominium owners.

A need for dock space has been identified to serve the boat building industry in Town. Most of Bristol’s boat builders do not have waterfront properties but rather are located in industrial parks near the center of Town. The Harbor Master has made three (3) slips available for large commercial vessels associated with Bristol-based marine businesses at the end of Church Street. These slips are 30’ long and are available on a year to year basis.

There has been an increase in visitors who come to Bristol by way of the water. A need for more transient and seasonal dock space to accommodate these visitors has been identified. The Town has constructed a dinghy dock for transient boaters at Independence Park

with a Boating Infrastructure Grant from The US Fish and Wildlife Service. The west end of Rockwell Dock has been identified as a place for future transient dock space with either a ladder or a floating dock and ramp. There may also be opportunities for a floating dock at either transient space or short term tie up at the end of State Street.

Bristol Marine operates a launch which brings visitors from their boats moored in Bristol Harbor to the downtown area. The Bristol Marine launch currently has an agreement with Thames Street Landing to use their docks which is a convenient location downtown.

There are approximately 6 residents of Prudence Island who come to Bristol year round by boat for shopping, banking, and conducting other business with local merchants such as haircuts, insurance, etc. These boats are smaller in size, ranging from 23' - 25'. A need has been identified for transient dock space to accommodate these boaters. Due to the parking situation downtown, there is an advantage to providing some dock space for these Prudence Island residents to come by boat rather than by car.

Parking on Thames Street is available for Bristol residents who are also marina slip owners. Parking at State Street and Church Street is available for Bristol residents only. The parking lot at State Street Dock is available for residents with stickers. This parking lot is also used by shell fishermen who launch their boats at the State Street boat ramp and park their trailers here. This parking lot could be utilized more efficiently with improvements such as new paving and striping.

The Harbor Planning Committee has provided a list of future capital improvements which are either planned or proposed for construction over the next five years. Some of these improvements include much needed repairs or upgrades to the existing docks and boat ramps. This Capital Improvements listing is included in Appendix F of this document.

### Downtown Harbor Boardwalk

The Downtown Harbor Boardwalk, as set forth in the Town's Comprehensive Plan and Update, is a harbor's edge walk to connect the public parks and access points between Independence Park and the Coast Guard Station. As part of the Town's historic policy of providing public access to the water, the boardwalk will be pieced together through easements and acquisitions during the development approval process. (Reference CRMC Section 335)

The Town began the Boardwalk in conjunction with the Rockwell Dock. The State-Owned Independence Park also includes a segment of the Boardwalk. The first segment of this public boardwalk that has been constructed by a private developer was in conjunction with the Thames Street Landing development. This was the first major redevelopment project in the downtown waterfront zone. A continuation of this boardwalk to the north is underway with the re-development of the former Premier Thread property into residential condominiums, known as "Stone Harbour". This large segment of the boardwalk will connect the Thames Street landing boardwalk to Independence Park with an easement over land of Quito's restaurant.

The Town is currently in the process of designing a boardwalk linkage along the State Street dock. This segment is planned in conjunction with improvements to the parking area on the dock. The western and northern edges of the dock are currently deep water access for fishermen. The dock is also used as a fishing pier. The boardwalk design should be coordinated with these other uses.

## 2. POLICY

- There needs to be a fair and efficient allocation of dock space for resident, non-resident, and commercial users.
- There needs to be a balance of dock space between recreational and commercial fishermen.

- The Town's existing docks should be inspected regularly with a maintenance program for same.
- Construction of future docks must not degrade water quality, impact natural resources and habitat, or compromise the Town's existing mooring fields.
- Requests for future dock expansions should be carefully reviewed weighing all aspects, including: economic development, water quality impacts, aesthetics, navigational safety, storm safety, and, the State's Public Trust responsibilities.
- Construction of future, large-scale private docks must provide necessary support services.
- There should be provisions to accommodate visitors who come to Bristol by water since these visitors help to bring economic vitality to the downtown without increasing vehicular traffic and parking problems.
- Continue to maximize the ability of Bristolians to gain access to, and enjoy, the waterfront.

### 3. IMPLEMENTATION

D1 - In new development of large-scale private dock space, the Town should ensure sufficient parking and support services provided by the owner, including pump-out facilities, if determined to be necessary.

*Action Agent: Harbor Master, Harbor Commission, Planning Board, Department of Community Development.*

*Time Frame: Ongoing*

D2 - In any new waterfront subdivision, the Planning Board should encourage the developer to consolidate the docks, if part of the project, to lessen the impact on the water and the environment.

*Action Agent: Planning Board, Harbor Commission and Harbor Master*  
*Time Frame: Ongoing*

D3 – The Town should keep track of all requests to CRMC for proposed docks and make every effort to meet with CRMC staff if there are concerns about dock requests.

*Action Agent: Harbor Commission, Harbor Master and, Department of Community Development.*  
*Time Frame: Ongoing*

D4 – Applicants constructing private docks should be encouraged to meet with the Harbor Commission to review the plans prior to applying to CRMC so the Commission can assess any impacts to Town waters or incompatibility with future Town projects.

*Action Agent: Department of Community Development, Harbor Commission*  
*Time Frame: Ongoing*

D5 – In existing and future Town dock space, the Town must ensure that there is a balance of commercial and recreational users, and adequate parking facilities.

*Action Agent: Harbor Master and Harbor Commission.*  
*Time Frame: Ongoing*

D6 – The Town should allocate dock space and provide dinghy landings for transient boaters in Bristol Harbor, including residents from Prudence Island. This will give transient boaters a place to tie-up and go ashore in the downtown area. These areas should be properly signed with “parking” time limits established.

*Action Agent: Harbor Master and Harbor Commission.*  
*Time Frame: Within two years*

D7 – The Harbor Commission should conduct regular inspections docks to determine their condition and develop a plan for their maintenance.

*Action Agent: Harbor Commission and Harbor Master*

*Time Frame: Yearly*

D8 – The Town should carefully consider grants for dock improvements, particularly State Street Dock, and not accept any grants that come with stipulations that may impact use by Bristol residents.

*Action Agent: Town Council, Town Administrator*

*Time Frame: Ongoing*

D9 – State Street dock is in need of major improvements to the parking area and seawall to keep this dock and parking area operational. Any improvements to the parking area need to be sensitive to keeping this as a working/functional dock.

*Action Agent: Department of Community Development, Town Administrator, Town Council*

*Time Frame: Within 2 years*

D10 – The Harbor Commission should review and update the proposed Capital Improvements listed in Appendix F of this document on a yearly basis. The Harbor Commission should also work toward implementation of the projects, with large infrastructure improvements presented to the Town Administrator and Town Council for budgeting with a 5-year plan for action.

*Action Agent: Harbor Commission, Harbor Master, Town Administrator, Town Council*

*Time Frame: Yearly*

D11 – The area between State Street and Rockwell Park has also been identified as having potential for additional transient docks or short term tie ups. A Master Plan for this area needs to be developed integrating all of the elements including parking, public boardwalk, dock spaces, and amenities such as lighting, benches and signage. The plan for this area should integrate the “working waterfront” into the design.

*Action Agent: Harbor Commission, Planning Board, Harbor Master, Department of Community Development, Town Administrator, Town Council*

*Time Frame: Within 1 year for development of the plan*

D12 – Continue the process of piecing together the Downtown Harbor Boardwalk as part of the development or re-development of the Bristol Waterfront.

*Action Agent: Department of Community Development, Planning Board*

*Time Frame: Ongoing*

## **Boat Launching Ramps**

### **1. FINDINGS**

Bristol has five public boat launching ramps which serve the Bristol and regional tailored boat launch users:

- Independence Park
- State Street
- Colt State Park
- Mount Hope Fishing Area (the Teepees)
- Narrows Fishing Area.

All of these boat ramps vary in use and condition.

Independence Park was improved in 2003 and presently has sufficient launching area and parking spaces. There are also dinghy racks at Independence Park.

State Street launch area is also in good condition for launching but is in need of maintenance to keep it operational. In order to facilitate boat haul-out and prevent propeller wash, the Town is in the process of obtaining approval to install additional concrete slabs on the ramp. Repairs to the existing seawall are also planned. The parking area also needs to be improved. The parking area is in very poor condition with areas of the wall crumbling into the water. The parking lot could be expanded and used more efficiently if it was re-paved to the limits of the Town's property line and striped.

Colt Drive launching area, while more than adequate for parking area, is a difficult place to launch a boat because of the wind conditions.

The Narrows Peninsula launch also has several drawbacks – it is an unimproved sand spit and parking is somewhat limited. It is acceptable for “seasoned boaters”. The Town has preserved the property that includes the Narrows Peninsula. The property has been preserved for open space and is owned by a not-for-profit trust known as “The Waypoyset Trust”.

The Mount Hope Fishing Area launch is currently unusable. The launching area needs to be dredged and parking is limited. This launch is owned by the State and the State is currently working on plans to improve the facility. These plans have been coordinated with the Town and the Town supports this project. The Town should continue to work with the State in the State’s efforts to maintain and improve this launch facility.

There are several small neighborhood boat launch sites scattered throughout Town – Sherman Avenue, Fales Road, and Azalea Drive. These launch areas are public, however, there is no parking adjacent making them unsuitable for tailored boat launches. These neighborhood boat launch areas should remain small scale.

Private boat launching facilities also exist at Bristol Marine, Bristol Yacht Club, and the Herreshoff Docks.

## 2. POLICY

- The Town recognizes the importance of boat launching areas in Town as a means for all boaters to access the water.
- The existing public boat ramps should be kept and maintained to ensure that there are useable boat ramps within the Town.
- As revenues generated by the moorings and docks increase, more funding should be assigned to harbor capital upgrades and maintenance.
- Provisions for new and/or improved launching areas should be examined.

## 3. IMPLEMENTATION

BR1 – The Harbor Commission should conduct regular inspections for the boat ramps to determine the condition of the ramps and develop a plan for their maintenance and improvements. This should include not only the physical condition of the boat launch ramps but also the adequacy of parking, the physical condition of the parking area, and the provision of other necessities or amenities.

*Action Agent: Town Administrator, Harbor Master, Harbor Commission*

*Time Frame: Within 1 year for plan*

BR2 –As monies become available from local, state, and federal programs, the Town should apply for grants to improve boat launching areas or to acquire additional boat launching areas.

*Action Agent: Town Administrator, Harbor Master, Department of Community Development*

*Time Frame: Ongoing*

BR3 – The Town should continue to coordinate with the State on the State's efforts to maintain and improve the boat launching facilities at the Mount Hope Fishing Area.

*Action Agent: Town Administrator, Harbor Master, Harbor Commission*  
*Time Frame - Within one year*

BR4 - State Street Boat Ramp needs immediate maintenance to keep it operational. This maintenance should include dredging, if possible, and extension of concrete slabs. Since this boat ramp is heavily used, maintenance should be high priority.

*Action Agent - Harbor Commission, Department of Community Development, Town Administrator.*

*Time Frame - Ongoing; completion within one year*

## **MOORING MANAGEMENT**

### 1. FINDINGS

In 1998, Bristol received a grant from the Rhode Island Department of Environmental Management (RIDEM) Narragansett Bay Estuary Program to produce Resource Inventory Maps for the Harbor Management Plan. This mapping included individual moorings as well as RIDEM water quality classifications, shoreline access points, estuarine habitats, conservation areas and shellfish areas. The Town was selected for this project since the mooring field perimeters had already been mapped by the Coastal Resources Management Council (CRMC). The intent of the project was to provide information for decision makers in order to minimize conflicts between the different uses and protect the critical resources.

The perimeters of the existing mooring fields and one (1) new mooring field (Church Cove) were mapped in 1997 with the assistance of the Coastal Resources Management Council and adopted by the Town Council on March 19, 1997. The mooring fields are as follows: Highlands, Usher's Cove, Bristol Harbor, Walker's Cove, Church Cove, Narrows North, Hopeworth, Kickemuit South and Kickemuit North. The town manages all of the mooring fields in Bristol waters. The map is included in Appendix G.

The Town has been working with RIDEM on the issue of mooring fields in Class SA waters. After much review, the RIDEM has determined that there are two classifications of mooring areas -- "destination mooring areas" where boaters moor overnight for extended periods of time; and, "residential parking areas" where owners in essence "park" their boats until they use them again. The conflict is with the "destination mooring areas" which RIDEM will be prohibiting in Class SA waters. However, the RIDEM has determined that none of Bristol's existing mooring fields in Class SA waters would be classified as "destination mooring areas".

The CRMC prohibits mooring fields in Type 1 waters. The Church Cove mooring field, off of Mount Hope, is in Type 1 waters and therefore this

field has been eliminated. This former field was populated by riparian moorings only so this is not an issue.

During review of the mooring fields with the RIDEM, the Town requested an adjustment to the Walker's Cove field in order to maintain better mooring management. This field will be shortened on the south side as indicated on the maps in Appendix G. RIDEM and CRMC supported this amendment. As a future amendment, the Hopeworth field will be expanded slightly south.

Additionally, it has been determined that the Usher's Cove mooring field is only populated by riparian moorings. Given the rocky area and susceptibility of this field to winds it is not heavily used and based on the recommendation of the Harbor Master's Office this field has been eliminated.

The Resource Inventory Mapping expanded the base map information provided from the CRMC by mapping each of the individual moorings in each of the mooring fields using the Global Positioning System. Each mooring also has a data set assigned to it which identifies the owners name, mooring number, and name of boat. The Harbor Master's Office has also created and maintains a database of legally registered moorings which includes:

- the mooring number;
- latitude and longitude;
- current mooring owner name, address and phone numbers and emergency contact numbers;
- length, type, color, and name of boat; type of marine sanitation device, registration and hull identification numbers;
- vessel owner name;
- mooring type, class and weight;
- required weight;
- date of last mooring inspection; and,
- payment information.

The Harbor Master's office has been updating the actual mooring locations as well as adding to the data base of information. This will be used by the Harbor Master in the administration of mooring permits and mooring fees.



**Bristol Harbor view to the North. August 2001**

The chart below outlines the number of moorings in the mooring fields and shows the increase over the past six (6) years.

	1998	2001	2004
<i>Mooring Field</i>	<i>Number of Moorings</i>	<i>Number of Moorings</i>	<i>Number of Moorings</i>
Bristol Harbor	346	468	491
Kickemuit River North field and South field	114	162	142
All other mooring fields	87	104	189
<b>TOTAL</b>	<b>547</b>	<b>734</b>	<b>823</b>

Public Mooring Field maps indicating boundary lines by GPS and State Plan coordinates, vessel sizes, mooring field statuses, water depth, priority uses, swimming areas, transplant beds are included in Appendix G.

## 2. ISSUES

As the chart above illustrates the Bristol Harbor has seen a large increase in new moorings over the last 6 years. Additionally, many private moorings in the harbor have been converted to commercial moorings with a current total of 119 commercial moorings. The majority of these are held by one commercial entity.

There have been problems in the past with unregistered moorings being illegally placed, as well as, abandoned moorings. All of these things impact the availability of mooring space and the efficient and equitable allocation of moorings.

There are several considerations to take into account in the future siting and allocation of moorings in Bristol: water quality, storm damage, the shellfish transplant bed, and the harbor patrol staffing ability. As the number of moorings increase, they move closer to channels and fairways to the point where they may create unnecessary navigational hazards.

When the 1994 Harbor Management Plan was completed, the Bristol Harbor and Kickemuit mooring fields had “appeared to reach their capacity”. The Bristol Harbor mooring field is physically limited from expansion by the shell fish transplant bed on its southwestern end, however, there may be an opportunity for limited future expansion to the southeast in the area of Class SB waters.

Navigational safety is another concern in Bristol Harbor. The expansion of the mooring areas and the lack of distinct fairways have made it difficult to traverse the upper area of the harbor, especially for transient boaters unfamiliar with the area.

Storm damage is an additional consideration that has to be taken into account. The Harbor Patrol Office is seeing damage with even minor storms due to the current density of moorings in the Bristol Harbor.

In consideration of the above concerns about overcrowding and safety, the Town Harbor Ordinance sets a maximum number of moorings allowed in each of these fields as well as a maximum number of commercial moorings in any field. Under this ordinance, the Bristol Harbor has a maximum number of moorings set at 500; the Kickemuit River mooring fields have a maximum number of moorings set at 165; and the number of commercial moorings allowed in any field shall be 30% of the total mooring spaces authorized. The ordinance also caps the number of commercial moorings that may be owned by one entity at 75.

The Town Harbor Ordinance also sets provisions for the removal of abandoned and illegal moorings. The Town Harbor Master's Office is exploring the purchase of a "mooring puller" not only to remove abandoned and illegal moorings but also to adjust those that may have shifted.

The need for additional transient moorings has been identified. To help meet this need, the Town has received a grant from the Boating Infrastructure Grant program for the purchase and installation of 8 transient moorings which have been placed in a designated area in the Harbor.

### 3. POLICIES

- In order to keep the Bristol Harbor and Kickemuit River mooring fields safe for navigation and the boating public, there shall be a limit on the total number of moorings that can be placed in these mooring fields.
- There will be equitable and efficient allocation of available mooring space to private and commercial mooring owners.
- There will be equitable and efficient allocation of available mooring space to residents and non-residents, consistent, respectively, with the CRMC requirements of no greater than 3:1.
- There shall be no unregistered moorings in the Town's waters.

- Mooring fees shall be consistent with market conditions and with the services provided or anticipated in the future.
- Requests to reduce the area of the mooring fields in order to allow construction of permanent structures, such as docks, should be carefully considered.

#### 4. IMPLEMENTATION

M1 -The total number of moorings to be allowed in the Bristol Harbor and Kickemuit River shall be set by ordinance. New moorings would be available only by attrition.

*Action Agent: Town Council, Harbor Master, Harbor Commission.*

*Time Frame: Completed*

M2 - The total number of commercial moorings to be allowed in the mooring fields shall be set by ordinance.

*Action Agent: Town Council, Harbor Master, Harbor Commission.*

*Time Frame: Completed*

M3 - The Harbor Master shall be provided with the necessary ordinances, staff, and resources to manage the mooring fields including: keeping an accurate count, the precise location, and waiting list for moorings.

*Action Agent: Town Council, Harbor Master and Harbor Commission.*

*Time Frame: Ongoing*

M4 - The Town shall maintain comprehensive mooring ordinance and regulations that address items such as permitting requirements and enforcement provisions.

*Action Agent: Town Council, Harbor Master and Harbor Commission.*

*Time Frame: Review once a year*

M5 - The Town shall maintain, and continue to update, the mooring field mapping, database, and GPS coordinates of all moorings and boats completed by the State in 1998.

*Action Agent: Harbor Master and Harbor Patrol*

*Time Frame: Ongoing*

M6 – As set forth in the Town’s ordinance, the Town has developed procedures for the removal of illegal and abandoned moorings.

*Action Agent: Town Council and Harbor Master*

*Time Frame: Completed*

M7 – The Town shall review the mooring fee schedules each year and ensure that the fees are consistent with market conditions and commensurate with the value of Town services provided or anticipated.

*Action Agent: Town Council, Harbor Master, Harbor Commission*

*Time Frame: Once a year*

M8 – The Town shall carefully consider requests to reduce the area of the mooring fields for construction of permanent structures such as docks.

*Action Agent: Town Council, Harbor Master, Harbor Commission*

*Time Frame: Ongoing*

M9 – The Town should explore the feasibility and cost/benefits of redoing the Bristol Harbor Mooring Field in a grid system.

*Action Agent: Harbor Commission, Harbor Master*

*Time Frame: Within two to four years.*

M10 – The Town will install transient moorings with funding provided from the Boating Infrastructure Grant and continue to maintain them for transient boaters. *Action Agent: Harbor Commission, Harbor Master*  
*Time Frame: Ongoing*

M11 – Consistent with CRMC requirement as set forth in the Town’s ordinances, moorings shall be allocated at no greater than a 3:1 resident to non-resident ratio for each designated mooring area.  
*Action Agent: Town Council, Harbor Master*  
*Time Frame: Ongoing*

M12 – The Town of Bristol will require that all moored vessels are kept within mooring area perimeters except those on riparian moorings, as set forth in the Town’s ordinances.  
*Action Agent: Town Council, Harbor Master*  
*Time Frame: Completed*

M13 –As set forth in the ordinance, the Town will require setbacks from mooring fields to prevent moorings from interfering with access to fairways and channels. Additionally, a fifty foot setback will apply to residential docks, piers, floats, and public launching ramps. Setback limits from riparian moorings and shoreline public rights of ways shall be sufficient to allow ingress and egress and prevent interference with the exercise of private and public right in these areas. Mooring areas shall be setback at least three times the US Army Corps of Engineers authorized project depth from federal navigation projects.  
*Action Agent: Town Council, Harbor Master*  
*Time Frame: Completed*

M14 – In conjunction with the adoption of this plan, the Town will amend the ordinance to prohibit moorings in Federal navigation projects.  
*Action Agent: Town Council, Harbor Master*

*Time Frame: Completed*

M15 – In conjunction with the adoption of this plan, the Town will amend the ordinance requiring that all new and significantly expanded mooring fields be sited to ensure that tides and currents aid in flushing the mooring area.

*Action Agent: Town Council, Harbor Master*

*Time Frame: Completed*

M16 – In conjunction with the adoption of this plan, the Town will amend the ordinance requiring that all new and significantly expanded mooring areas be sited to avoid adverse effects on water quality.

*Action Agent: Town Council, Harbor Master*

*Time Frame: Completed*

M17– In conjunction with the adoption of this plan, the Town will amend the ordinances prohibiting swimming and water skiing in all designated channels, fairways and mooring areas.

*Action Agent: Town Council, Harbor Master*

*Time Frame: Completed*

M-18 – In conjunction with the adoption of this plan, the Town will amend the ordinance to ensure that moorings areas sited so as not to substantially interfere with designated shellfish management areas, traditional fishing grounds, public recreational areas and conservation areas.

*Action Agent: Town Council, Harbor Master*

*Time Frame: Completed*

M-19 – In conjunction with the adoption of this plan, the Town will amend the ordinance to ensure that mooring areas are sited not to significantly effect finfish and or shellfish resources, wetlands, submerged aquatic vegetation and aquatic habitat.

M – 20 – In conjunction with the adoption of this plan, the Town will amend the ordinance to ensure that mooring areas are adequately serviced and pump out stations are accessible.

*Action Agent: Town Council, Harbor Master*

*Time Frame: Completed*

M-21– The Town will eliminate the Church Cove mooring field as it is in Type 1 waters as identified by CRMC.

*Action Agent: Town Council, Harbor Commission and Harbor Master*

*Time Frame: Immediate, with the adoption of this plan.*

M-22– The Town will eliminate the Usher’s Cove mooring field as has been recommended by the Harbor Master’s Office.

*Action Agent: Town Council, Harbor Commission and Harbor Master*

*Time Frame: Immediate, with the adoption of this plan.*

**BEACHES, SWIMMING, and WINDSURFING AREAS**  
**MUNICIPAL SHORELINE ZONES**

1. FINDINGS

Public Beaches –

The Town Beach and Sports Complex is a 27.15 acre park located near the entrance to Colt State Park. It has a public beach with lifeguards, a large grassy expanse with a playground, picnic tables; and a pavilion with ample parking. The Sports Complex includes 3 baseball/softball fields, tennis courts, basketball court, a roller hockey arena, four soccer fields, a large multipurpose field and a skate park. The Town has made significant investments in this complex including a recent connection to Town Sewer and upgrades to the bathrooms and showers.

Swimming Areas –

In addition to the public beach at Colt State Park noted above, there are also several smaller areas with access for swimming along the Bay and Kickemuit River. Appendix E lists and describes the Shoreline Access points. In particular, Union Street, at the westerly end off Hope Street, is an ideal spot for wading and swimming. Walley Beach, (a.k.a “Green Grass”) is an area where swimming is allowed. The Hopeworth Association has beach frontage on the Kickemuit River accessed by steps from Viking Drive. There is also public swimming at the end of Annawamscutt Avenue in an area known as “The Teepees”. Identified swimming areas are indicated in Appendix G.

Windsurfing Areas –

Walley Beach, (a.k.a “Green Grass”) at the end of Walley Street where it intersects with Hope Street, is a designated staging area for windsurfing.

Municipal Shoreline Zoning Districts –

The Town does not have a specific “shoreline” zoning district. For the most part residential zones extend along the properties abutting the shoreline; however there are some key parcels which have been zoned as Open Space or Mandatory Cluster for the preservation of open space.

The Town's Waterfront zone encompasses properties along Thames Street in the downtown section and along Hope Street to its intersection with Poppasquash Road. The Waterfront zone is intended for mixed use residential, commercial and limited industrial use along the downtown waterfront with an emphasis on preservation, economic development, recreation, and open space.

## 2. POLICIES

- Acquire additional beach frontage along Mount Hope Bay
- Acquire other beach or waterfront frontage as possible

## 3. IMPLEMENTATION (*Note: These implementation items are excerpted from the Town's locally adopted and State approved Comprehensive Plan Update*)

OUA1 – Acquire land along the shore along the Kickemuit River and the Mount Hope Bay.

*Action Agent: Town Administrator, Community Development Director, Town Council, Recreation Department*

*Time Frame – As the opportunities arise*

OUA2 – Acquire beach frontage from the State at the “Teepees” site.

*Action Agent: Town Council*

*Time Frame: As the opportunity arises*

OUA3 – Work with the State to acquire and develop land near Annawamscutt Road as a major park including picnic and beach areas.

*Action Agent: Town Administrator and Recreation Department*

*Time Frame: Within three to five years*

OUA4 – Improve the quality of Town Beach Facilities available to Bristol residents by installing an environmentally friendly breakwater to keep the sand from eroding off the beach.

*Action Agent: Town Administrator, Recreation Board, Recreation Department*

*Time Frame: Within three to five years*

OUA5 – The town will explore the creation of shoreline zoning districts.

*Action Agent: Department of Community Development, Planning Board and Town Council.*

*Time Frame: 3 years*

## SHORELINE PUBLIC ACCESS

### 1. FINDINGS

As of 1992, there were 35 shoreline public access points designated by the Town of Bristol and/or the Rhode Island Coastal Resources Management Council (CRMC) in Bristol.



The following additional public access areas were created since the 1994 plan.

In 1998, the Mount Hope Farm, which fronts on Mount Hope Bay, was preserved as open space. It is currently owned by The Mount Hope Trust in Bristol and is open to the public. Parking is available on the site and visitors can walk to the shoreline. Vehicular traffic is not allowed on the drives except on certain dates when vehicles with handicapped tags are allowed. The property consists of 127 acres which includes Seal Island in Church Cove. Seal Island is a valuable haul out and resting place for Harbor Seals during the winter months. This property abuts the Brown University property which has the largest undeveloped coastline in Bristol. Preservation of this property for public access is a top priority.

The condominium project known as Weetamoe Farm was has been completed with the construction of 62 residential townhouses to be known as “Bristol Landing”. As a condition of the approval, there is an east/west access to the shoreline across this property which fronts on Mount Hope Bay. This access is available for public use, with permission from the property owners.

The downtown harbor boardwalk has been extended since the 1994 plan with the development of Thames Street Landing and the ongoing Stone Harbour Condominium development. The Town’s long range plans

include extending this boardwalk to the Rockwell Park for a complete walk from Independence Park to Rockwell Park. One of the missing links is the connection from State Street to Rockwell which would run from State Street dock behind the Fire Station and other privately-owned property.

The 20 acres of vacant land on the north side of Bristol Narrows has recently been preserved as public open space by the Waypoysset Trust. This property includes the existing CRMC designated right-of-way, beach area and boat launch.

In May of 2000, the Harbor Commission conducted a site inspection of the shoreline access points; their full report, with photographs, is also included in Appendix H. In the summer of 2003 the Bristol Parks and Recreation Department installed large granite markers to designate the public shoreline access points. These markers were funded with a trail grant from the RIDEM. The size of these markers makes them very recognizable and difficult to destroy or remove, which should ensure their permanence.

### Waterfront Public Parks

In addition to the existing public parks that were mentioned in the 1994 CRMC approved Harbor Management Plan, the Town has added to the inventory as follows.

Silver Creek and Thomas Park at Silver Creek – preservation of the property was made possible by Cumberland Farms who sold the property to the Town after it became clear that the residents would not support the construction of a gas station at the site. The Town recently demolished the gas station building that had been on the property and volunteers working with Save the Bay have begun a buffer restoration planting along the shore and have re-opened the trails on the property.

## 2. ISSUES

There are some public access points that are overgrown; obstructed; or without proper identification.

In the past, access to the shore was lost or diminished by “privatization” of public rights-of-way.

### 3. POLICIES

- The Town shall not allow any future “privatization” of existing public access points.
- The Town will actively support efforts to maintain and protect the public access points to the shore. Continued maintenance of the Town’s rights-of-way is an important element of providing access to the shore.
- Where necessary, the Town will support the physical improvements of shoreline access areas on a priority basis to ensure safe access.
- The Town will support and encourage the efforts of the Planning Board in the creation of new access points for all new waterfront development.
- The Town will support the participation of citizens in the physical restoration, upgrading and maintenance of rights of ways.
- The Town will examine the possibilities for the acquisition of or donation of lands adjacent to access points for open space and recreation as monies become available.
- The Town should not abandon any public shoreline access points.
- The Town should explore the potential for additional public shoreline access points, including municipal paper streets, dedicated easements, drainage outfalls, and buried cables.

#### 4. IMPLEMENTATION

PA1 – The Harbor Commission should continue their efforts to determine which public access points need improvements. These areas should be prioritized and targeted for improvements to ensure safe access to the shore working with the Department of Community Development to seek funds for such improvements.

*Action Agent – Harbor Commission, Town Council, Town Administrator, and Department of Community Development.*

*Time Frame: Ongoing*

PA2 – The Harbor Commission should coordinate with the Town Administrator on a plan for long-term maintenance of rights-of-way including regular trash removal, periodic mowing and annual brush removal. Also, where needed, signs to identify each right-of-way should be erected and illegal “no parking” signs should be removed.

*Action Agent – Harbor Commission and Town Administrator*

*Time Frame: Ongoing*

PA3 – Waterfront development should not restrict or diminish public access. The Town shall require that new or expanded developments provide some form of public access (i.e. downtown harbor boardwalk).

*Action Agent – Town Council, Planning Board, Department of Community Development.*

*Time Frame: Ongoing*

PA4 – The Town should begin planning work on connection of the public boardwalk from State Street to Rockwell Park. This area has also been identified as having potential for additional transient docks or short term tie ups. A Master Plan for this area needs to be developed integrating all of the elements including parking, boardwalk, dock spaces, amenities

such as lighting, benches and signage. The plan for this area should integrate the “working waterfront” into the design. A time frame for implementation should also be developed.

*Action Agent: Harbor Commission, Planning Board, Harbor Master, Department of Community Development, Town Administrator, Town Council*

*Time Frame: Ongoing*

PA5 – Inventory the paper streets, dedicated easements, drainage outfalls, and buried utilities as they may provide opportunities for potential new public shoreline access points. Some of this inventory could be conducted in conjunction with the Phase 2 Stormwater Management Plan implementation

*Action Agent: Department of Community Development, Harbor Commission, Town Council, Department of Public Works*

*Time Frame: Within three years.*

PA6 – Continue to identify shoreline public access points for their potential to be officially designated as such by CRMC.

*Action Agent: Department of Community Development, Harbor Commission, Town Council*

*Time Frame: Ongoing.*

## MANAGEMENT OF HARBOR ACTIVITIES

### 1. FINDINGS

The roles of the Harbormaster, Harbor Commission; and, Harbor Advisory Commission are crucial to the implementation of the Harbor Management Plan.

The Harbormaster and the Harbor Patrol play an important role in harbor management activities, including: enforcement of the Harbor Ordinance; mooring management including managing disputes and placement of moorings; contributing to public safety and emergency response; and, control of wrecks and debris. Taken together, these duties exceed what can be reasonably accomplished on a part-time schedule, especially, during the boating season. There is currently one full time employee in this department. The department is staffed for 8 hours (from 8:00 a.m. to 4:00 p.m.) every day from Monday through Friday. Summer hours are extended to include staffing from 6:00 p.m. – 11:00 p.m.

### 2. POLICIES

- Clearly define the responsibilities of the Harbormaster and ensure that staffing and resources are adequate to fulfill the responsibilities.
- Clearly define the responsibilities of the Harbor Commission and the Harbor Advisory Commission.
- Improve enforcement and management of the Harbor Management Ordinance, implement strategies of the Harbor Management Plan, and provide appropriate training for all personnel engaged in Harbor Management activities.
- Harbor management will have sufficient funds to carry out the responsibilities assigned.

### 3. IMPLEMENTATION

HM1 – As more use of the harbor occurs by transient and seasonal boaters, a full-time daytime presence on the harbor is needed. This position must include enforcement capabilities. The Town has filled this position by extending the working schedule of the Harbor Master.

*Action Agent: Harbor Commission, Town Council, Town Administrator*

*Time Frame: Completed*

HM2 – The Town should ensure that there is adequate administrative support for harbor management.

*Action Agent: Town Council, Town Administrator*

*Time Frame: Within one – two years*

HM3 – The Town should define the position of the Harbor Master, Assistant Harbor Masters and Harbor Patrols and set minimum qualifications and requirements for each position.

*Action Agent: Town Council*

*Time Frame: Completed*

HM4 – The Harbor Master, Assistant Harbormasters, and, Harbor Patrol should participate in annual training and certification appropriate to their positions.

*Action Agent: Harbor Master, Assistant Harbormasters; and, Harbor Patrol*

*Time Frame: Yearly*

HM5 – There needs to be open channels of communication between all departments and officials who are charged with overseeing the management and enforcement of the Harbor.

*Action Agent: Harbor Commission, Harbor Master, Harbor Patrol*

*Time Frame: Ongoing*

HM6 – The Town shall review the mooring and dock fee structures each year and ensure that the fees are consistent with market conditions and commensurate with the value of Town services provided or anticipated.

*Action Agent: Town Council, Harbor Master, Harbor Commission*

*Time Frame: Yearly*

HM7 - Clear responsibilities for the Harbor Commission and Harbor Advisory Commission should be established. Rules and procedures for Commission Meetings should also be adopted. (See Appendix I for model Rules and Regulations)

*Action Agent: Town Council, Harbor Commission, Harbor Advisory Commission*

*Time Frame: Within two years*

HM8 - The Harbor Commission should be represented by all constituencies of the waterfront, including commercial and recreational shell fishermen and commercial and recreational boaters.

*Action Agent: Town Council*

*Time Frame: As needed based on appointments*

HM9 - The Harbor Patrol should be tied into the Police Department to better coordinate the harbor ordinance enforcement and management activity.

*Action Agent: Harbor Master, Police Department*

*Time Frame: Two year*

## WATER QUALITY

### 1. FINDINGS

Commercial shell fishing has traditionally been an important part of the economy of Rhode Island and the Town of Bristol. Recreational shell fishing is also enjoyed by many Bristol residents.

Through a cooperative effort between the RI Department of Environmental Management, Narragansett Bay Commission; and Narragansett Bay Shell fishermen clams from marginally polluted, closed waters are transplanted to the shell fish bed in the west side of Bristol Harbor annually. Generally the



clams are transplanted from the east side of Bristol Harbor but clams have also been transplanted from closed waters of Tiverton, Greenwich Cove and Warwick Cove. These clams can purge themselves of bacterial pollutants in a matter of weeks when relocated to non-polluted waters and are then available for harvest.

Discharge of sewage from marine sanitation devices (MSDs) on boats within Bristol's waters contributes to the degradation of water quality. The Narragansett Bay has been designated a "no discharge" area by the US Environmental Protection Agency. The Town has a pump out facility located at Rockwell Dock at Bristol Harbor and also owns and operates a pump out boat. The Harbor Master was recognized by the US Division of Fish and Wildlife with an award for the implementation of the pump out boat pennant system. The pump out boat, which operates 20 hours per week, gets more use than the pump out station and has been a very successful operation. Bristol also has a mutual agreement with the Town of Warren for their pump out boat to aid in services on the Kickemuit River.

In March 2003, the Town of Bristol adopted a Phase 2 Storm Water Management Plan. This plan addresses the Town's requirements to address storm water runoff under the EPA's regulations. The Town, acting through the Department of Public Works, is currently utilizing a variety of Best Management Practices, as identified by the EPA, to minimize pollutant loads into the local waterways and water bodies. The Town intends to continue with the current practices and supplement additional measures where required to adhere to the requirements and reduce the overall effects of storm water pollutants to Bristol water bodies to the "maximum extent possible".

## 2. ISSUES

- Pollution within the Town's waters potentially impacts the water quality, resulting in closed shellfish beds and limiting the enjoyable use of the water.
- Swimmers, fisherman, boaters, and the local boating industry are all dependent on good water quality.

## 3. POLICIES

- The Town supports actions to improve opportunities for shellfishing through management of water quality and control of potential sources of pollution.
- The Town supports all public educational opportunities pertinent to the preservation and protection of the ecology of Bristol's waters.
- The Town supports efforts to monitor water quality conditions in Bristol's jurisdictional waters.
- The Town shall require that all new waterfront development comply with Coastal Resources Management Program requirements.

- The Town will support the possibility of future designation, acquisition, easements (or other techniques) of open space and conservation areas bordering the Kickemuit River, Mount Hope Bay, Narragansett Bay, Bristol Harbor, and Silver Creek to aid in the preservation or upgrading of current water quality condition.
- Discharges of pollutants to the Town's waters should be prohibited.

#### 4. IMPLEMENTATION

WQ1 – The Town should review and comment on CRMC permits regarding the impact of proposed development on coastal lands and environments.

*Action Agent: Harbor Commission, Planning Board, Conservation Commission*

*Time Frame: Ongoing*

WQ2 – The Town should set strict laws to enforce the prohibition of sewage discharge from boaters. Violators should face fines in municipal court and potential loss of mooring or dock privileges for repeat offenders.

*Action Agent: Town Council, Harbor Master*

*Time Frame: Completed.*

WQ3 – The Town shall continue the educational program for boaters to keep them aware of the “no discharge” zone. Information should be sent to boaters on a yearly basis.

*Action Agent: Harbor Commission, Harbor Master*

*Time Frame: Ongoing*

WQ4 – The Town shall support efforts to determine where the primary sources of pollution are emanating from in the Kickemuit Watershed. The Town shall begin a phasing program to retrofit any drainage structures that contribute to this watershed to better protect water quality.

*Action Agent: Town Council, Town Administrator, Department of Community Development; and, Department of Public Works.*

*Time Frame: Within two years*

WQ5 – The Town shall require Best Management Practices in all new drainage structures installed in the watershed (i.e. oil water separators).

*Action Agent: Department of Public Works, Planning Board*

*Time Frame: Within two years*

WQ6 – In new and replacement waterfront development the Town should strongly encourage the use of permeable surfaces for driveways, parking lots, sidewalks, and roads; ensure a vegetated buffer consistent with CRMC guidelines; require sewer connections, if sewer is available; tailor infrastructure to size of development (i.e. road widths, etc).

*Action Agent: Planning Board, Department of Community Development*

*Time Frame: Ongoing*

WQ7 – The Town should continue to actively pursue State and Federal money to acquire waterfront land for conservation and passive recreation purposes.

*Action Agent: Department of Community Development and Recreation Department*

*Time Frame: Ongoing*

WQ8 – The Town should recommend that RIDEM deny applications for new or expanded underground storage tanks in the velocity flood plain. The Town should prohibit above ground storage tanks of hazardous materials or wastes in the flood plain.

*Action Agent: Town Council, Department of Community Development, Planning Board*

*Time Frame: Ongoing*

WQ9 – The Town should add more hours to the pump out boat operation while keeping the pump out station operational as well.

*Action Agent: Harbor Master*

*Time Frame: Completed*

WQ10 – The Town will develop a disposal program to address the issue of inorganic materials including waste oil, plastics, trash, paint and varnish. In addition, a disposal site that is convenient to recreational and commercial boaters will also be explored.

*Action Agent: Harbor Master and DPW*

*Time Frame: 2 years.*

WQ11 – The Town will encourage marinas to develop operations and maintenance programs. Marinas that take advantage of CRMC’s O & M certification process can reduce their regulatory requirements with CRMC.

*Action Agent: Harbor Master*

*Time Frame: ongoing*

WQ12 – Wherever significant shallow water habitats are identified the Town will restrict boating activities to decrease turbidity and destruction of such habitats.

*Action Agent: Town Council, Harbor Commission and Harbor Master*

*Time Frame: ongoing*

WQ13 – The Town shall continue with implementation of the storm water management program, of the Phase 2 Storm Water Management Plan, to reduce the discharge of pollutants to all resource areas, including the impaired water bodies to the maximum extent possible.

*Action Agent: Town Council, Planning Department, Department of Public Works*

*Time Frame: Ongoing – Full implementation within 5 years*

## COMMERCIAL FISHERMEN

### 1. FINDINGS

There are currently 330 active licensed fishermen according to the Licensing Section of the RIDEM. This number includes commercial and recreational fishermen who have indicated Bristol as their residence. The majority are shell fishermen and many dock their boats in Bristol Harbor or utilize the State Street and Independence Park boat launches. Several commercial fishing boats are also moored in the Kickemuit River.

While there is no longer a moratorium on new commercial fishing licenses, there is a limited availability. The number of available licenses varies each year based on the different species, as determined by the biologists at the RIDEM.

The center of commercial fishing in Bristol is Rockwell Dock, State Street Pier, and Independence Park.

There are several threats to the commercial fishing industry. One threat is deteriorating water quality in Bristol Harbor, Narragansett Bay and Mount Hope Bay. Poor water quality adversely affects the shellfishing industry causing shellfish beds to be closed either permanently or seasonally.

Other concerns voiced by commercial fishermen in Bristol are future allocation of resources such as boat launching facilities, parking spaces for cars and trailers, and potential threats to their access to the water.

### 2. ISSUES

Commercial fishing has been a traditional industry in Bristol and continues to be a viable industry in Bristol today. There are threats to the viability of the industry as waterfront development increases and threats to water quality increase. It is important that commercial fishermen in

Bristol have sufficient resources such as good water quality, dock space, boat launches, and parking in order that this industry survive.

### 3. POLICIES

- It shall be the policy of the Town to protect and preserve the commercial fishing resources of Bristol.
- It shall be the policy of the Town to allocate a reasonable percentage of Town dock space to commercial fishermen.
- The Town shall support the maintenance and improvement of water quality especially in areas where shellfish beds are presently open on a year-round or seasonal basis.

### 4. IMPLEMENTATION

CF1 – The Town must ensure that there is no net loss of parking space available to commercial fishermen. If there is a need for more space in the future, the Town should undertake a study to determine the exact need and take efforts to provide that need.

*Action Agent: Town Council, Harbor Commission, Planning Board, Department of Community Development*

*Time Frame: Within two years*

CF2 – The Town should ensure that an equitable portion of Town dock space go to active commercial shell fishermen at a reasonable rate.

*Action Agent: Town Council, Harbor Master, Harbor Commission*

*Time Frame: Ongoing*

CF3 – When reviewing the dock fees, if possible, consideration should be given for only moderate fee increases for commercial fishermen.

*Action Agent: Town Council, Harbor Commission*

*Time Frame: As needed*

CF4 – As a convenience to commercial fishermen, available dock space in the winter season may be used by commercial fishermen at the discretion

of the Town Administrator and Harbor Master. This usage will be allowed as privilege that can be revoked if abused.

*Action Agent: Town Administrator, Harbor Master*

*Time Frame: As the opportunities arise*

## STORM PREPAREDNESS

### I. FINDINGS

Hurricane and other major storms have caused extensive damage to Bristol over the years: high winds, flood waters and storm surges endanger both lives and property. Being a peninsula, Bristol is especially vulnerable to storms that come up the coast such as hurricanes, tropical storms, and nor'easters. August and September are the most active months for storm activity which is also when the boating season is in full swing.

With the amount of moorings in the harbor increasing, Bristol's harbor patrol have seen damage from even minor storm events. Should one boat slip its mooring, it has the potential to damage surrounding vessels. Also, if a mooring is not properly maintained, it may not hold. This too can result in serious damage.

Most of Bristol's shoreline is in a flood zone or a velocity flood zone which means that flooding will occur. Given the mixed uses along the waterfront, including residences, emergency preparedness is critical.

The Town has adopted a storm preparedness element of its harbor management plan, which addresses emergency preparedness for hurricanes and other storms. The Harbormaster is primarily responsible for assisting boaters, securing the waterfront, and maintaining contact with the Coast Guard and other Town officers. In addition to this current harbor planning process, the Town is also currently undertaking a Town-wide Natural Hazard Mitigation Planning Process. The Town Hazard Mitigation Committee is working with the State Emergency Management Agency to prepare a hazard mitigation plan for the Town. This comprehensive mitigation plan will assess the risks and mitigation strategies for each type of threat and effect associated with a natural disaster.

## 2. ISSUES

There is a need to be as prepared as possible in the event that a hurricane or other storm hits Bristol.

Hazard mitigation is important to reduce or eliminate the threats from natural disasters that in turn will minimize or eliminate the potential risks to life and property.

## 3. POLICIES

- The Town will maintain an ongoing, coordinated effort between citizens and the State Emergency Management Agency to be ready and prepared for storm events.
- The Town will maintain communication and planning efforts between private and public agencies and groups that direct, control and support operations in an emergency situation.
- The Town will continue to develop and update strategies that prepare for and respond to natural disasters.
- The Town will complete the Hazard Mitigation Planning process that is currently ongoing in coordination with the State Emergency Management Agency.

## 4. IMPLEMENTATION

SP1 – The Town will review the storm preparedness element each year before the hurricane season to make sure that everyone is aware of their role during such a storm.

*Action Agent: Town Administrator, Harbor Master, DPW Director, Fire Chief, Police Chief, Emergency Management Coordinate*

*Time Frame: Yearly*

SP2 – The Town has adopted the Natural Hazard Mitigation Plan. The Natural Hazard Mitigation Plan addresses the mitigation of hazards to avoid loss of lives and property during storm events.

*Action Agent: Town Administrator, Town Council*

*Time Frame: Completed*

SP3 – The Town has adopted the storm preparedness element of this harbor management plan to specifically address storm preparedness issues that affect the harbor and marine interests.

*Action Agent: Harbor Master, Harbor Commission*

*Time Frame: Completed*